

MR. CLEVELAND'S VIEWS

MR. PALMER MAKES A SIGNIFICANT STATEMENT IN THE SENATE.

Essential That We Settle Our Own Monetary Difficulties Before We Invite Other Nations to a Conference.—The House.

WASHINGTON, D. C., Oct. 3.—The Senate was found to be this morning in its chronic no quorum condition, but, after a roll call, the attendance of forty-three senators (an exact quorum) was ascertained, and the routine morning business was proceeded with.

After the routine morning business, an amendment to the silver purchase repeal bill was offered by Mr. Morgan. It revises the coinage act of 1837, and provides for the remission of 20 per cent. of import duties on goods imported from countries that admit standard silver dollars, of the present weight and fineness, as legal tender for all debts, public and private.

The silver purchase repeal bill was taken up at 11:30, and Mr. Dolph called his speech of yesterday afternoon, read extracts from President Cleveland's messages during his former administration, giving his views on the question of silver.

He said that those extracts justified the statement that the success of the Democratic party, with such a candidate, was the verdict of the American people in favor of the discontinuance of the purchase of silver and of the extracts of silver dollars.

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All of these theories, however, of compromise come from the silver men and the extremely conservative advocates of the repeal, while Senator Voorhes and the leaders for unconditional repeal protest that only a straight repeal will be considered, and that they will be to draw in the lines on Monday next. What the final outcome will be no mortal man can now determine, but the silverites are clamoring for compromise and the reformers repeat it, remarking at the time that another Daniel had come to judgment.

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DESTRUCTIVE STORMS.

GREAT DESTRUCTION BROUGHT IN LOUISIANA AND FLORIDA.

Shipping Interests on the Coast Suffer Greatly—Many Lives Reported Lost in Louisiana.

PENSACOLA, FLA., Oct. 3.—The most destructive storm that Pensacola has experienced in twenty years began at 6 o'clock yesterday morning and raged with increased fury until a late hour yesterday evening. The nearest approach to yesterday's gale was the storm of 1881. The storm had been brewing since Saturday. Hard rains fell Saturday afternoon and Sunday put a storm of such great intensity as was not expected by any.

At 1 A. M. yesterday the wind freshened and the rain increased in force. By 5 A. M. a terrific southeast gale was blowing, which continued at the rate of fifty miles an hour until noon, when the wind shifted to the south and increased to sixty miles an hour. Between 2 and 3 P. M. it began to shift to the southwest and at 2:45 the storm had reached its climax, the wind at this time having reached a velocity of 95 miles an hour. The rain fell in torrents and was swept in blinding sheets through the streets.

At the bay front people stood in a drenching rain, watching the mighty deluge of their work of destruction. No loss of life has been reported, but upon every street uprooted trees, broken fences and roofless buildings testify to the storm's force. On the nearest wharf the building used by Warren & Co. for smoking fish was blown into the bay, it was stored with cured fish and their loss will be great. On the same wharf a dwelling and its contents were lifted up by the foundation and dropped into the bay. The greatest damage was on the bay; the Portuguese bark Josephine and the Norwegian bark Wilhelm were blown on the beach. One of the vessels in the harbor was floated. The fishing smack Isabella, also on the beach. Before the storm reached its height several steamships, that were taking on cargo, raised anchor and fled to lower bay.

Every stick of timber in the bay was adrift, and is now strewn along the beaches for miles. Railroad communications are cut off. The main train on the Pensacola and Atlantic road, which left here for Jacksonville yesterday morning at 4:30, could get no further than Bohemia, on the bay shore, and was compelled to return. The 1:35 P. M. train on the Pensacola and Atlantic road, which left here for Jacksonville yesterday morning at 4:30, could get no further than Bohemia, on the bay shore, and was compelled to return. The 1:35 P. M. train on the Pensacola and Atlantic road, which left here for Jacksonville yesterday morning at 4:30, could get no further than Bohemia, on the bay shore, and was compelled to return.

All telegraph communication was cut off. In the city yesterday, both companies' wires being down in all directions and no news of the storm could be sent out last night.

MOBILE, ALA., Oct. 3.—The details of the storm which broke with such fury over the Gulf Coast Monday morning and raged with increasing fury for five or six hours are just beginning to come in, and, as was feared, indications that the loss of life in the lowlands east of the city has been very great. There is no doubt that it will be fully a week or longer before the full story of the storm, with its attendant lists of destruction, will be fully told. The sun shone clear and bright, and a few clouds by its radiance, to the westward, were blown by the wind and the waves. The inundated portion of the city, early presented an animated appearance, and the work of cleaning out the muddy streets was begun. The debris from the wrecked waterworks, which characterized the average Mobian. The damaged goods were removed from the stores and warehouses to places where they could be dried out. Bridge hands and section hands were busy along Commerce street, repairing the damage to the bridges and roadbeds of the Louisville and Nashville railroad, which runs along this street for nearly a mile. Among the casualties to shipping, the following are all that are known up to the present time: Eastern Shore steamer, Crescent, on the bay, two miles from the city; river steamer Lee and Lotus, driven on the marshes high and dry, about two miles above the city, and will probably both be a total loss; tug Colonel Woodruff, driven in the marshes, and may be floated; the ship Annie Lee, owned by T. M. March, almost wrecked near the mouth of the Mobile river, and may possibly be saved in a damaged condition. In addition to these vessels, quite a number of barges were blown in the river north of the city, and the work of cleaning out the debris from the river has been very great. The storm also blown high and dry on the eastern shore a quarter of a mile below the city.

The beautiful shell road which wound along the western shore of the Mobile Bay for a mile and a half, through a grove of magnolias, was almost a total wreck, involving a loss, that if it can be replaced at all, which is extremely doubtful, will involve an expenditure of between ten and fifteen thousand dollars. To-day the wind was blowing from the south, and the debris from the storm was being blown down the bay, and the work of cleaning out the debris from the river has been very great. The storm also blown high and dry on the eastern shore a quarter of a mile below the city.

Communication direct between Mobile and New Orleans by rail and wire has been totally cut off, and will probably be resumed for weeks to come. Between this city and Scranton the Western Union has barely a pole left standing, though the Postal cable and Scranton, between the two cities, has been blown down, but it is not yet reported lost. At various towns along the route twelve churches were wrecked, five of them being totally destroyed. The losses at Scranton and East Pascagoula, which is the port of entry, the entire beach is said to have been wrecked. The losses at Scranton and East Pascagoula, which is the port of entry, the entire beach is said to have been wrecked. The losses at Scranton and East Pascagoula, which is the port of entry, the entire beach is said to have been wrecked.

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